

A SOCIOLOGICAL STUDY OF THE RECENT ANTHRACITE STRIKE.

Written by C. L. Dering.

During the recent anthracite strike, C. L. Dering, western sales agent for S. C. Schenck, Bedford building, Chicago, received a letter from an Episcopal clergyman, assuming that he would defend the operators in their position. This letter indulged in the usual fallacious arguments which were extant in the public mind at that time. At some points it was bitter in its criticism of the operators and at others a superficial form of argument was advanced, which to the unthinking and ignorant might appeal, but which, when all the facts are known, would have but little weight. Mr. Dering has replied to this letter in such a way and so completely that his answer forms a sociological study of the conditions pertaining to this strike. It is reproduced in part and should be read by every one in the coal trade, who cares to go beneath the surface conditions and who is interested in the strike subject. The arguments advanced by the clergy in the recent industrial struggle were so similar and so largely based upon misinformation that it is unnecessary to give the letter written to Mr. Dering. It is enough to say that it was similar to most of the public utterances of the clergy at that time. Here is Mr. Dering's reply:

Your letter has been constantly before me. It seemed deserving of more careful reply than I could give it without considerable consideration. I could not but feel that you were wrong; in fact, I know you are wrong in your assumption concerning coal mining; but how best to answer without going too deeply into detail has bothered me. I could not but feel that you had set up a man of straw and then proceeded to demolish him. Your argument, sound enough, perhaps, if the premises were correct, reminded me of an old school professor of mine. Sometimes he used to catch me wholly unprepared; yet I, slow to confess myself at a loss, would get up and elucidate most fully. He would hear me patiently to the end, and then, shaking his head, would say, "Very ingenious, but not correct."

Taking Current Report for Fact.

You will pardon me, if I make you the same criticism. Your argument cannot be right, because your facts are wrong. You have taken current report for fact, when, in general, it is pure fiction. You have put a meaning into my words entirely foreign to them. "A fight to the finish" does not mean murder and bloodshed—though the action of the miners would make it seem so.

Let me tell you some of your premises as they occur: You talk of "crushing to earth the man who, in all truthfulness, declares that he and his little ones cannot live as men, women and children should live, on the paltry sum of \$325 a year." The drunken, the lazy, the shiftless, those who work but one or two days a week, may combine to make an average that brings the general earning somewhere near that sum, but the real earning capacity of an industrious miner is two, three and four times that amount. Why talk of "crushing to earth"? Was anyone crushing me to earth? When, as a boy, I worked for 50 cents a day sawing wood or weeding my neigh-

bor's garden—25 cents a day less than the breaker-boys earn under the tyranny of the anthracite operators?

Question Was to Arbitrate What?

"The sentiment of the nation," you say, "was shocked because the operators refused to arbitrate." Arbitrate what? Arbitrate whether they should run their own business or turn it over to Mr. Mitchell and his labor union to run? Solely that and nothing else. I quote you from a letter written in October by Ethelbert Talbot, bishop of central Pennsylvania, whose diocese includes the whole anthracite mining region:

"In the first place the striking miners precipitated the crisis and went out at a time when no real grievance existed which could not have been adjusted peaceably. It is now well known and even admitted by their leaders that the crux in the whole matter is the recognition of an organization known as the Miners' union. The Miners' union is not incorporated and has no moral or financial responsibility. To grant this demand for recognition means that the operators shall no longer manage their own business, but it shall be in the last resort in the power of an organization to which the owners must appeal for consent to employ or dismiss even a breaker-boy or incompetent or worthless miner."

"It is evident that no business can be so conducted and that no private individual could or would stand such dictation for a moment. It further means that no man can hereafter work in the mines unless he belongs to the union. In other words, it denies to the American citizen the sacred right to sell his labor in the open market whenever he can secure his price. This is a denial of individual liberty to the workingman, which he ought to be the first to resent."

"But," some will say, "why not refer the question to a board of arbitration chosen by both sides; why do the operators refuse so reasonable and fair a solution of the difficulty?" In reply it cannot be too plainly said that the operators are ready and always have been ready to arbitrate questions of wages and conditions of labor with their own men. But how can the question of whether a man has the right to conduct his own business be submitted to arbitration? For it must be borne in mind that the main issue is not as to the method of conducting the business and as to the wages and hours, but as to whether the management shall be in the hands of those who own the business. For the operators to surrender this inherent right would be not only a calamity to all the industrial interests of our country, but an infringement of personal liberty, repugnant to the genius and spirit of Americanism."

Is a Quotation From a Clergyman.

Bear in mind that this is no quotation from a "yellow" journal, but from an Episcopal bishop, who talks of matters within the diocese in which he lives and works.

The operators from the first expressed themselves as willing to arbitrate any local differences that might arise, and to receive their men and to discuss with them candidly any subject of disagreement that might come up. No one who has not suffered under the tyranny and oppression of powerful labor organizations can in the faintest degree appreciate the situation in which the anthracite operators refused to place themselves.

(Continued next week.)

THANKSGIVING PROCLAMATION.

The President Fixes Thursday, November 27, as a Day of Thanksgiving.

Washington, Oct. 29.—President Roosevelt today issued his proclamation designating Thursday, November 27, as a day of thanksgiving. The proclamation is as follows:

According to the yearly custom of our people, it falls upon the President at this season to appoint a day of festival and thanksgiving to God.

Over a century and a quarter has passed since this country took its place among the nations of the earth, and during that time we have had, on the whole, more to be thankful for than has fallen to the lot of any other people. Generation after generation has grown to manhood and passed away. Each has had to bear its peculiar burdens, each to face its special crisis, and each has known years of grim trial, when the country was menaced by malice, domestic or foreign levy, when the hand of the Lord was heavy upon it in drouth or flood or pestilence, when in bodily distress and anguish of soul it paid the penalty of folly and a forward heart. Nevertheless, decade by decade we have struggled onward and upward; we now abundantly enjoy material well being, and, under the favor of the Most High, we are striving earnestly to achieve moral and spiritual uplifting. The year that has just closed has been one of peace and of overflowing beauty. Rarely has any people enjoyed greater prosperity than we are now enjoying. For this we render heartfelt and solemn thanks to the Giver of good, and we seek to praise Him, not by words only, but by deeds, by the way in which we do our duty to ourselves and to our fellow men.

Now, therefore, I, Theodore Roosevelt, President of the United States, do hereby designate, as a day of general thanksgiving, Thursday, the twenty-seventh day of the coming November, and do recommend that throughout the land the people cease from their ordinary occupations, and in their several homes and places of worship render thanks unto Almighty God for the manifold blessings of the past year.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this twenty-ninth day of October, in the year of our Lord one thousand, nine hundred and two, and of the independence of the United States the one hundred and twenty-seventh.

THEODORE ROOSEVELT.

By the President:

JOHN HAY, SECRETARY OF STATE.

LOCOMOTIVE BLASTS

The Louisville & Nashville Railroad has put four extra express cars it happens to have on hand at the present time into the freight service. The cars will be used until needed in the passenger service in carrying first-class merchandise between Louisville, Nashville, Birmingham and Montgomery. The cars are not needed just at present in the regular passenger train service and are being used to haul freight rather than have them remain idle. This would not be done if freight cars were plentiful. The road has always had a reputation of handling its freight very promptly.—Nashville American.

The superintendents and roadmasters of the Illinois Central railroad system reached Louisville Tuesday on their annual inspection of the system. A special train left Chicago for a tour of all the Illinois Central Southern lines. The itinerary included visits to Memphis, Cairo and Paducah.

The 186 miles of inspection between Harrison and New Orleans was made. The New Orleans terminal was gone over Saturday, and Sunday was spent in New Orleans resting. Monday morning the trip north was commenced. The inspection that day was from New Orleans to Winona, 271 miles, with a run of twenty-three miles to Grenada for Monday night.

Tuesday morning inspection

was made from Grenada to Paducah, 266 miles. The special passed through Memphis on that trip, going up the present Illinois Central main line. Tuesday afternoon the special went from Paducah to Louisville, 225 miles. That completed the inspection. On Wednesday the special returned to Chicago, via Paducah, a distance of 677 miles. The total mileage for the trip was 2,691 miles.

Louisville is to have another skyscraper. The new building will be built by the Louisville & Nashville Railroad Co., at Tenth and Broadway, and will cost in the neighborhood of a half million dollars.

Plans and specifications are now being worked upon in the office of the Chief Engineer in the Union Depot building, at Tenth and Broadway, and ground will be broken for the mammoth office building when weather permits next spring.

The Louisville & Nashville's rapidly increasing freight and passenger business has long since made the old building at Second and Main streets inadequate to the accommodation of the various departments, and the road has had a new building in contemplation for years.

Charles H. Sanders, General Agent of the Louisville & Nashville, has resigned to accept the general agency of the Tennessee Central railroad. The resignation takes effect on November 15. Mr. Sanders has been in the services of the L. & N. for thirty-five years.

The body of the man who was

killed by a train on the Louisville & Nashville railroad near Empire yesterday morning was identified as that of James Moore, who several years ago was in the employ of Forbes & Bro. He was twenty-five years old and was a son of M. C. Moore, of Springfield, Tenn.

By a simple inadvertence the Bee stated recently that the Hotel Whitlow, at Guthrie, now so admirably handled by Capt. Lloyd Whitlow, was being managed by him for the L. & N. R. R. Capt. Whitlow is lessee of Hotel Whitlow and Hotel Latham, the latter being the popular Hopkinsville.

Recently freight train No. 152, east bound, ran into the west bound freight No. 153, near Boaz, on the Illinois Central. Cars were piled up seventy-five feet high. An operator failed to report orders to the conductor of No. 152, and the wreck which occurred entailed upon the railroad company a loss of \$30,000.

On Tuesday there was another collision on the I. C. railroad near Boaz station between Boaz station between a fast freight and a work train. The damage was light and no one hurt. The I. C. would do well to double track that part of the road, since it produces more disasters than any other section from Louisville to Memphis.

J. H. Boatner, in jail at Hartford, charged with conspiracy to defraud the American Express Company, has filed suit against the company, C. J. Abbott, its route agent, and A. B. Schlitzbaum, its former agent at Fordsville. Boatner seeks to recover the \$28,000 he claims to have shipped, and of which he is accused of trying to defraud the company.

In a collision at Central City between an Illinois northbound passenger and a freight train Friday William Bethel, engineer, and Wallace Barrett, fireman, on the passenger train, sustained severe injuries. The two engines were demolished. Several passengers and other iraimen were slightly injured.

They had been speaking of fast runs on railroads. "That reminds me of a run we made some time ago on a train which came in from a point on the coast," said the man who wanted to add zest to the conversation, "and it was about the fleetest trip I ever had on a railroad."

"The train was behind time about an hour, and I think the engineer made an effort to catch up between the city and a point not so very far out on the coast. At any rate, it looked very much like it to me. We shot through the air like an arrow. Sometimes it would seem to me that we had left the track altogether. That clicking peculiar to railroad trains could not be heard. About all we could hear at times would be the whizzing of the wind as it split by the windows. Across bayous and through marshes we rushed like mad. When we reached the Rigolets the most remarkable thing I ever saw took place. The train was traveling so fast it sucked the water up behind it as it rushed across the trestle, and I could hear the fishes groan as we flew over this neck of the gulf. Most remarkable thing I ever saw in the way of fast runs." And he lapsed into silence.

"I'm glad you reminded me of that run," said another member of the group. "I had forgotten the incident. I can vouch for all you say, for I was on the back end of the last coach, and the water which was sucked in behind the train by the vacuum almost washed me overboard, but I held on all right, and when we had made the crossing and the waters had receded I picked up on the platform of the rear coach about the finest bunch of fish I ever saw. They were no doubt the fish you heard groaning."

HAPPENINGS IN KENTUCKY.

Auburn suffered a \$10,000 fire Wednesday. D. Childres' grocery store, with no insurance, was destroyed. John Lawson's harness shop, with \$800 insurance, and A. V. Hampton's meat shop, with no insurance, were also burned. The Advocate office, owned by Arthur M. Herndon, was destroyed, with no insurance. Aull & Co.'s drug store was damaged to the extent of \$250. Had it not been for the strenuous efforts of the citizens of the town the whole business section would have burned. John Lawson was overcome by heat and was in a serious condition for some time.

Growers of burley tobacco from 24 counties in Kentucky met in Lexington last week to further perfect the organization of which James M. Gaunt, of Carrollton, is president. This was the fourth meeting of the association and about 40 delegates were present. President Gaunt says it is the intention of the promoters of the organization to be in readiness to take charge of next year's crop.

The Sand Lick Oil Company is arranging to shoot one of the two wells recently bored at the old Sand Lick on James Orton's farm. Nitro-glycerine will be used. The boring machinery has been moved and the company hopes the explosion of the nitro-glycerine will develop the oil.

The largest transaction in the history of the leaf tobacco market of Louisville has just been closed. It is the purchase by the Continental Tobacco Company of 2,330 hogsheds of dried Green River Pryors from the Pickett warehouse. The aggregate cost was in the neighborhood of \$250,000. In addition to this the Continental bought 1,018 hogsheds of Green Rivers from the Louisville Tobacco Warehouse Company Friday, practically cleaning up this variety in the local market.

The oldest woman in the world died at Danville Wednesday afternoon. She had been living in Danville 116 years, and her name was "Aunt" Pattie Kincaid. She was a resident of Danville when the place was nothing more than an open field, with a few log huts scattered over it. She remembered distinctly when George Washington was president of the United States. Deceased was colored, and had many friends among the white people.

The Fiscal Court of Franklin county Wednesday afternoon determined that it will not pay the reward of \$1,000 offered by it in February, 1900, for the murderer of Gov. William Goebel until all the indictments now pending are disposed of, and the murder case is out of court.

The postoffice at Allensville was robbed at about 1 o'clock Friday night, the thieves securing a little over \$10 in money and \$25 in stamps. They broke in the lock on the door and gained an entrance, afterwards completely wrecking the safe with three charges of explosives. The noise was heard by several, but no investigation was made, owing to the fact that the railroad company has in use on the line the torpedo signal system, and a fast train was due just about the time of the robbery. Those who heard the explosion thought it was only the torpedoes. There is no clew whatever to the thieves, but it is generally believed that they belong to the gang that robbed the postoffice at Fairview several months since. There seems to be a well organized gang operating throughout this section.